AMENDMENTS TO THE CLAIMS

This listing of the claims will replace all prior versions, and listings, of claims in the application:

1. (currently amended) A vehicle comprising a road-engaging tire and a wheel, said tire comprising:

a pair of bead portions;

a pair of sidewall portions; and

a tread portion extending between the pair of sidewall portions,

the tread portion having (i) a plurality of ribs and grooves defining a radially outwardly facing tread surface and (ii) a shoulder positioned at one side of the tread portion, the shoulder being radially between the radially outwardly facing tread surface and one of the pair of sidewall portions,

said tire being mounted on ~~a~~ the wheel of ~~a~~ the vehicle such that the tire directly contacts the road, and

the shoulder of the tread portion having low friction material that defines a side surface of the shoulder, wherein the ribs forming said side surface are separated from a central region of the tread by a groove extending circumferentially of the tire, wherein a portion of the low friction material nearest the tread surface is spaced from the tread surface by a distance less than the depth of the groove extending circumferentially of the tire, and ~~that is~~ the low friction material is arranged to engage the road in response to side forces exerted on the tire and to reduce frictional forces between the tire and the road when the low friction material contacts the road, thereby minimizing vehicle rollover or oversteer.

2. (canceled)

3. (currently amended) The tire of claim 1 wherein the tread portion has a second shoulder at the opposite side of the tread surface radially between the tread surface and the other of the pair of sidewall portions and low friction material that defines a ~~generally~~ side ~~facing~~ surface of the second shoulder.

4. (previously presented) The tire of claim 1 wherein the portion of low friction material is molded into the shoulder of the tread portion.

5. (previously presented) The tire of claim 1 wherein the tire comprises rubber compound and the low friction material is incorporated into the rubber compound radially inwardly of the tread surface.

6. (previously presented) The tire of claim 1 wherein the low friction material is a coating applied to the shoulder.

7. (previously presented) The tire of claim 1 wherein the low friction material is ultra-high molecular weight polyethylene.

8. (previously presented) The tire of claim 1 wherein the low friction material is a fluoropolymer.

9. (previously presented) The tire of claim 1 wherein the low friction material is silicon material.

10. (previously presented) The tire of claim 1 wherein the low friction material is ceramic material.

11. (previously presented) The tire of claim 1 wherein the low friction material comprises an aromatic polyamide.

12. (previously presented) The tire of claim 1 wherein the low friction material is nylon.

13-56. (canceled)

57. (previously presented) The tire of claim 1 wherein at least one of the pair of sidewall portions comprises low friction material positioned radially inwardly of the low friction material of the shoulder of the tread portion and forming at least a portion of a side surface of the one sidewall portion.

58. (currently amended) A vehicle comprising a road-engaging tire and a wheel, said tire comprising:

a pair of bead portions;

a pair of sidewall portions;

a tread portion; and

the tire having a plurality of ribs and grooves that form (i) a radially outwardly facing tread surface and (ii) a side surface that extends radially inwardly of the radially outwardly facing tread surface,

said tire being mounted on ~~a~~ the wheel of ~~a~~ the vehicle such that the tire directly contacts the road, and

at least one of the ribs forming the side surface having low friction material that defines at least a portion of the side surface, wherein the ribs forming said side surface are separated from a central region of the tread by a groove extending circumferentially of the tire, wherein a portion of the low friction material nearest the tread surface is spaced from the tread surface by a distance less than the depth of the groove extending circumferentially of the tire, and the low friction material is arranged to engage a road in response to side ~~surfaces~~ forces exerted on the tire and to reduce frictional forces between the tire and the road when the low friction material contacts the road, thereby minimizing vehicle rollover or oversteer.

59. (currently amended) The tire of claim 58 wherein a plurality of circumferentially spaced ribs have low friction material that define portions of the side surface ~~formed by the ribs~~.

60. (currently amended) The tire of claim 59 further comprising a second side surface at the other side of the tread surface and low friction material is positioned in at least one of the ribs ~~of the second side surface~~ that define portions of the second side surface ~~formed by the ribs of the second side surface~~.

61. (previously presented) The tire of claim 59 wherein the low friction material is molded into the tire.

62. (previously presented) The tire of claim 59 wherein the tire comprises rubber compound and the low friction material is incorporated into the rubber compound radially inwardly of the tread surface.

63. (previously presented) The tire of claim 59 wherein the low friction material is a coating applied to the tire.